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INFORMATION

CONCERNING THE

SLAVE-TRADE.

CONTENTS.



REPORT of the Committee	Page 1
Information on the French Slave-trade	4
..... on the Spanish Slave-trade	20
..... on the Portuguese Slave-trade	24
..... on the Dutch Slave-trade	28
..... on the Trade on the East Coast of Africa.....	35
Address of the House of Commons to the King	41
Minute of the Committee	46
Account of Subscriptions.....	<i>ib.</i>

INFORMATION concerning the SLAVE-TRADE, printed by order of a Committee acting under the direction of the Yearly Meeting of the religious Society of Friends, to aid in promoting the TOTAL ABOLITION of that iniquitous traffic.

YEARLY MEETING, 1821.

The following Report has been brought in and read; and this Meeting, continuing to feel a lively interest in the Abolition of the Slave Trade, desires the Meeting for Sufferings to print and circulate the same in the respective Quarterly Meetings, together with such other information as the Committee of that Meeting on the subject, may think it desirable to communicate.

REPORT OF THE COMMITTEE.

“SINCE the appointment of this Committee, much distressing information has been received of the progress made in the prosecution of the barbarous traffic in the lives and liberties of our fellow-creatures on the coast of Africa, not only by the subjects of Portugal, but also by those of France, Spain, and Holland; and though, by the laws of these latter countries, the infamous trade has been formally abolished, yet, for want of proper exertions by their respective governments, especially by that of France, it is still carried on; and with aggravated horrors, on account of the concealment which, in many instances, those who pursue it are induced to practise. In the mean time, the government of this country is using its influence in foreign courts, to render the abolition general and effectual. It is however

believed, that the public mind in some of the principal nations on the continent is not sufficiently enlightened on the subject, or sufficiently aware of the horrible nature of the Slave-trade; and it therefore still appears to the Committee; that one means by which Friends might very consistently render essential assistance in the great cause of the total abolition of the Slave-trade, would be to aid in promoting translations, into the French, Spanish, Dutch, and Portuguese languages, of suitable tracts describing the nature of the trade, pay for the printing of the same, and take such measures as may appear likely to promote their circulation."

"The African Institution has facilities of obtaining information on the trade, and of devising means for detecting and exposing its enormities, far beyond those which this Committee is likely to possess; and as the Committee is informed, that, although the funds of that institution do not at present amount to £.100, the managers of it have sanctioned the translating into the Portuguese language, of a pamphlet, which is an abstract of Thomas Clarkson's history of the abolition, and printing 1000 copies of the same; and the printing of 1000 copies of another pamphlet, written principally by William Wilberforce, exposing the nature of the trade; the Committee has agreed to present them with one hundred pounds, to be applied exclusively towards defraying the expense of the above-mentioned two pamphlets.

A sub-committee of the African Institution is now publishing an abstract from the papers lately laid upon the table of the House of Commons, which

develope great enormities still practised in Africa and upon the persons of its inhabitants, by the subjects of different European powers: (so much of these documents as relates to the several countries implicated, being translated into their respective languages:) in connexion with which abstract, a pamphlet is about to be printed, as well in English as in the languages above alluded to, namely, French, Spanish, Portuguese, and Dutch, adapted to the present circumstances of this iniquitous trade. And it is apprehended by the Committee, that if the contents of these publications should, on examination, be approved by it, some pecuniary aid towards the expense of printing and circulating them will be a suitable appropriation of a further portion of the money intrusted to its care."

"The Committee hope that, when these pamphlets are published, they may be able to print cheap editions, or extracts from them, for their own circulation on the continent, through such channels as may appear proper and safe; but the existing restrictions on the press in France, render it difficult widely to disseminate, in that country, any accounts of the present state of the French slave-trade."

"It is the design of the Committee to print some extracts from the information contained in the papers already alluded to, and transmit them to Friends in the country, in the course of the present summer."

London, the 18th of 5th Month, 1821.

IN conformity with the last paragraph of the foregoing Report, the Committee proceed to furnish the Society with the information contained in the following EXTRACTS.*

FRANCE.

“It appears certain that, in the year 1820, the French slave-trade had swelled to a more enormous extent than at any former period. During the first six or seven months of that year, the coast of Africa is described as having actually swarmed with French slave-ships. A distinguished officer of the British navy, who was himself an eye-witness of the fact, writing on the subject with deliberation, and after his attention had been called to a careful recollection of what he had seen, uses this remarkable expression: ‘The number of French slave-ships now on the coast is something incredible.’ The naval officers on that station had examined between twenty and thirty vessels trading for slaves on the coast, which were ascertained to be French; and one of those officers afterwards found, in the harbour of the Havannah, a still greater number of vessels bearing the French flag, which either had cargoes of slaves on board, brought thither for sale, or were fitting out for fresh slave-voyages.†”

“This view of the extent of the French slave-trade on the coast of Africa during the past year, is confirmed by Sir Charles MacCarthy, the governor of Sierra Leone, who returned last year to England; and who states, that at the time of his leaving that colony in July last, he had received unquestionable information, that no fewer than five vessels, bearing the French flag, were then engaged in procuring slaves at the Gallinas, a place situated about 100 miles to the south of Sierra Leone.”

“If these statements are correct, and the authority on which they rest, seems to leave no doubt upon the subject, then it will follow, that, during the first six or seven months of the last year, from fifty to sixty vessels, bearing the French flag, were actually seen engaged in the slave-trade. But as it cannot be supposed, considering the

* Chiefly from the Fifteenth Report of the African Institution, and the Supplement to that report.

† Report, page 12.

vast extent of the African coast, and of the ocean which extends thence to the West Indies, that all the vessels so employed could have been met by our cruisers, or have come under the observation of Governor MacCarthy's informant, it would seem to be no more than a fair inference from the facts which have been adduced, that the French slave-trade must have grown to an unprecedented magnitude during the past year. And yet it is remarkable, that so uninformed does the French government appear to have been of the fact, that, in the month of June last, the minister of the marine assured the legislature, and reiterated that assurance about the same time to the British government, that the French slave-trade was at length extinguished."

"But it is not necessary to rest this inference on general statements, however conclusive. Particular confirmatory details might easily be produced."

"Among the French slave-ships met by our cruisers on the coast of Africa, most of which were suffered to pass unmolested, two were supposed to have committed acts which justified their detention. Their names were *La Marie* and *La Catharine*. The slaves which they had on board were landed at *Sierra Leone*, and the vessels sent to *Senegal*, to be disposed of by the French authorities there."

"A third case merits a more detailed exposition. On the 4th of March, 1820, after a long chase, a vessel was boarded by the boats of his majesty's ship *Tartar*, commanded by Sir George Collier, which proved to be *La Jeune Estelle*, of *Martinique*, M. ——— master. On being boarded, he declared that he had been plundered of his slaves, and that none remained on board. His agitation and alarm, however, excited suspicion, and led to an examination of the vessel's hold. During this examination, a sailor who struck a cask, which was tightly closed up, heard a faint voice issue from it, as of a creature expiring. The cask was immediately opened, when two girls, of about twelve or fourteen years of age, in the last stage of suffocation, were found to be enclosed in it, and by this providential interposition were probably rescued from a miserable death."

"These girls, when brought on the deck of the *Tartar*, were recognised by a person on board, who had been taken prisoner in another slave-ship, as having been the property of the captain of a schooner belonging to *New York*. An investigation having taken place, it appeared that this American contrabandist had died at a place on the

coast called Trade Town, leaving behind him fourteen slaves, of whom these two girls formed a part; and that, after his death, the master of the vessel had landed his crew, armed with swords and pistols, and carried these fourteen slaves on board the *Jeune Estelle*. Sir George Collier, conceiving that the other twelve slaves, who had been procured by this piratical act, might still be secreted in that vessel, ordered a fresh search. The result was, that a Negro man, not however one of the twelve, was rescued from death. A platform of loose boards had been raised on the water-casks of the vessel, so as to form an entre-pont, or between-decks, of twenty-three inches in height, which was the only space allotted for the accommodation of this unfortunate cargo of human beings, whom M. ——— intended to procure and carry from the coast. Beneath this platform, one of the boards resting on his body, jammed between two water-casks, appeared the above wretched individual, whom it was a matter of astonishment to find alive. Sir George Collier was inclined to remove him on board the *Tartar*, as he had done the two girls; but M. ——— having proved that the poor African had been bought by him for eight dollars'-worth of brandy and iron, Sir George did not feel himself authorised to do so; although, had the vessel been capable of beating up to Senegal, he would have sent her thither for judgment, as he had done the two former ships."

"With respect to the other twelve slaves taken by force from Trade Town, no distinct information could be obtained beyond the assertion of M. ———, that he had been plundered of them by a Spanish pirate. But it was recollected, with horror, by the officers of the *Tartar*, that when they first began the chase of *La Jeune Estelle*, they had seen several casks floating past them, in which they now suspected that these wretched beings might have been enclosed, having been thrown overboard by this man, to elude the detection of his piratical proceedings. It was now impossible, however, to ascertain the fact, as the chase had led them many leagues to leeward; and even after they had consumed the time which would have been necessary, by beating to windward, to reach the place where the chase commenced, there were many chances against their again seeing the casks, and not the slightest probability that any of the slaves enclosed in them, if they were so enclosed, would be found still alive."

"It was distinctly affirmed by the minister of the French marine,

in a speech made to the Chamber of Deputies in the month of June last, that the slave-trade had then ceased at Senegal; yet, on the 4th of October last, a vessel was found by an officer of the customs; to have made, in the night-time, the harbour of St. John's in Antigua, which vessel proved to be a French brig called *La Louise*, of the burden of 120 tons, having on board 128 slaves, bound from Senegal to Guadaloupe, for which island Antigua was mistaken. Her Negroes were in a miserable condition when landed; but they soon recovered, when taken care of and well fed and clothed. They were generally young, chiefly females, two of whom had infants at the breast; and another, after being brought on shore, was delivered of still-born twins. This ship was consigned to two slave-factors of Guadaloupe, and has been condemned at Antigua; but the directors have not learned what were the specific grounds of her condemnation."

"As a further proof that the statement of the cessation of the French slave-trade at Senegal and its neighbourhood is not correct, it may be added, that when Governor MacCarthy visited Bathurst, in the river Gambia, in the month of August last, in his way to Europe, he learnt, upon undoubted authority, that the slave-trade was at that time carried on with great activity by various merchants both of Senegal and Goree. These persons were pointed out to him; and it was added, that they had established agents for this purpose at a small village called Albredâ, in the river Gambia, about 40 miles above its mouth. Albredâ was formerly a French factory dependant on Goree. By the treaty of 1783, it will be seen that France relinquished all right to its occupation. Indeed, by the terms of that treaty, which has not since undergone any modification, it clearly appears that the river Gambia was as effectually and unreservedly ceded to Great Britain, as the river Senegal was to France*."

"The vast extent to which the slave-trade on the west coast of Africa continues to be carried on, is further proved by accounts received from the river Bonny, dated in July and August, in the last year; from which it appears, that from March to July in that year,

* Report, page 14—19.

there had usually been in the Bonny from nine to sixteen slaving vessels, of all descriptions, at the same time, each capable of carrying from 300 to 700 slaves; and that two of these vessels, which were there in March, and had then sailed to the West Indies, had returned in July, and were engaged in their second voyage. During the above period of five or six months, 120 sail of French, Spanish, and Portuguese vessels had visited the river Bonny, for the purpose of procuring slaves; in consequence of which, the preparation of palm-oil is said to have been totally neglected by the natives."

"An account received from a gentleman on board the Cyane, an American sloop of war, which was sent to cruise on the coast of Africa, for the purpose of suppressing the American slave-trade, dated in April last, states, that since passing the river Sherbro, that vessel had detained ten slave-ships, four of which were sent in for adjudication; but the others, being well covered by fabricated papers, were given up. The number of vessels engaged in this inhuman traffic, the writer says, was incredible: he supposed that not fewer than 200 sail were on the coast at the date of his letter, all of them fast sailers, well manned and armed, and many of them owned by Americans, though under foreign flags. The Cyane had been constantly chasing, night and day, since her arrival upon the coast, and sometimes had several slave-ships in sight at the same time*."

The following Extracts from two Letters, written on one of the West India islands, describe the shameless manner in which the traffic in slaves is carried on there.

"Guadaloupe, 13th December, 1820.

"Last September, an American pilot-boat-built schooner, landed sixty Africans at Rambouillette, Port Louis. They were debarked by the same person as before-mentioned. It appears that this schooner met some interruption on the coast, having lost her cables and anchors there, and was obliged to come away without a full cargo; besides, she brought back a part of the murdering cargo carried to

* Report, pages 24, 25.

Africa to barter for the natives, which was also landed at Rambouillette. I saw these articles: they consist of muskets, cutlasses, kegs of gunpowder, iron pots, bolts with padlocks, flints, &c.

"It is said that Messrs. Segond, Ferrand, and Rancé, are the interested parties of this adventure.

"The planters of St. Anne equipped a schooner, which was built at St. Rose, sent her to Africa, and succeeded in a return-cargo of Africans. A ship which was expected here, was captured by a privateer of South America, when near Deseada, situate to the windward of this island, with 330 slaves on board. She was conducted to the neighbourhood of St. Thomas, among the Keys or small islands there, and her cargo was disposed of at forty dollars per head. This ship is named the Proteus. I saw her lying at Pointe-à-Pitre, she having been given up to her captain after the cargo was disposed of. I am informed that she is consigned to Mons. Rézel.

"I have information that another privateer carried a parcel of Africans to Martinique, where she sold them at eighty-five dollars per head. Sixty Africans, which are a part of them, were sent to Monsieur Delisle, of Pointe-à-Pitre, to be disposed of.

"On the 20th of October, a sale of new Negroes took place at a little bourg called Gozier, situated immediately above the entrance of the harbour of Pointe-à-Pitre. These are supposed to be the cargo of the Thetis, which vessel entered Pointe-à-Pitre, a few days preceding the sale, in ballast.

"All the vessels mentioned to you before, which were consigned to, or owned by, Messrs. Segond, were again equipped and sent to Africa in February last, or soon after. The Thetis mentioned above is, I believe, one of those of which you were then informed. All the others have again made the same successful voyage as the Thetis, except the brig Fox, which has not yet returned. On the 29th following, another cargo of 209 Africans, (there being 217 taken on board in Africa, eight having died,) landed from the ship L'Adèle Aimée, Captain Bouffier, was sold at St. François: they were disposed of at about 3000 livres, or 150*l.* currency, per head, on an average calculation. The arrival of L'Adèle Aimée at Pointe-à-Pitre, after being absent for several months on the well-known intention of bringing slaves, preceded the sale. This is one

of Messrs. Second's vessels. On the 3d of November, the schooner, L'Atalante, Captain Boulemere, arrived at Pointe-à-Pitre. She also touched at St. François; but the owners, (as she belongs to the same house) having had so recent a sale as the cargo of L'Adèle Aimée at St. François, and it being inconvenient for the planters who reside on what is called the Gandaloupe shore to go over to the bays at Grand Terre, they determined to choose St. Marie Capisterre to be the mart for the cargo of L'Atalante. At this place, therefore, a landing of her cargo took place, the night before the day on which she entered Pointe-à-Pitre; and the sale took place the Sunday following. She took in at the coast 210, thirteen whereof died: 197 were therefore safely landed. On the 18th following, the schooner L'Engenie, Captain Cramponniere, arrived at Pointe-à-Pitre, having also landed her cargo at Capisterre. She was immediately advertised for sale, and was accordingly sold the 22d following. I do not know the number she landed, but she is of the same size as L'Atalante.

“ There can be nothing else which prevents the seizure of these vessels and their cargoes, but a good understanding with the collector and other officers of the custom-house, or, as some scruple not to allege, the private instructions which the governor has received to favour this criminal traffic. St. Marie is so nearly situated to Pointe-à-Pitre, that I am induced to attribute the not seizing these two last-mentioned vessels to the foregoing reasons. I knew when L'Atalante touched at St. François, and that her cargo was intended to be landed at St. Marie's; and could I have calculated on the support of the government of this island, I could have had that vessel with her cargo of slaves confiscated. But of what avail would my denunciation be? Instead of being attended to, it would prove very *nuisible* to my commercial interests here, whilst detection of my interference would most assuredly subject me to assassination: at all events, if my life escaped, I should at least be banished from the country never to return; which circumstance would be very destructive to my present prospects, without the chance of my being able to effect the desired liberation of the captives so unjustly dragged from their houses, in defiance of the laws of God, and of the decrees of that nation whose subjects are now so successfully employed in introducing into this island thousands of Africans.

" L'Atalante took in her cargo at Bonny. When she quitted it, she left there the brig Fox in a leaky state, having a part of her cargo on board. A sloop also took in her cargo at Bonny when L'Atalante was there. She (the sloop) arrived also at St. François with 100 slaves, and effected her landing there. As soon as the vessels arrive at Pointe-à-Pitre they are sold. L'Adèle Aimée, L'Atalante, and L'Eugenie, no sooner arrived there than they were sold, after being advertised in hand-bills.

" I enclose herein extracts from Le Journal Politique et Commercial of Pointe-à-Pitre, wherein you will discover the time of their arrival. A hand-bill also enclosed will show how soon L'Eugenie was sold after her arrival: so it was with the others. I need not incur expense of postage in enclosing to you all the hand-bills of the other vesels; one will suffice, no doubt, to go in corroboration of my statement*."

" The reason that the vessels are all put up for sale immediately after their arrival, and that the name of Messrs. Segond are so often mentioned, is, that they are the ostensible persons combined with Messrs. Rancé and Co., and are the chiefs of a kind of association or company of slave-traders here. It appears that each expedition is fitted out on the account and risk of a certain number of *actionnaires*. Each subscribes what he is inclined to risk, and shares in proportion to the amount of his advances. The business is then conducted by the chiefs. The vessel therefore being estimated at a certain price when taken into the trade, is immediately sold at auction, on her arrival, to the highest bidder. When I contemplate the means thus acquired to carry on this barbarous and unchristian-like commerce, I need not wonder at its continuance, because, on every expedition, a new set of *actionnaires* can be easily found, and thus the fund is inexhaustible.

* The following is a copy of the hand-bill:—" VENTE PUBLIQUE. Mercredi prochain, 22 du courant, il sera procédé, devant le magasin de MM. Victor Rancé et Co., à 11 heures du matin, à la vente publique de la *Goëlette* Eugénie, telle qu'elle se poursuit et comporte, sans aucune réclamation quelconque. Les conditions de la vente sont de payer comptant, et ce, avant la mise en possession de l'adjudicataire, et en cas d'inexécution, la *Goëlette* sera recréée le lendemain à sa folle enchère.

" Pointe-à-Pitre, Guadalupe, le 18 Novembre, 1820."

“ Very early on the morning of 7th November, about ten waiters (*douaniers*) belonging to Pointe-à-Pitre landed at that town. It appears that they were sent, during the night before, to the north of La Riviere Sallée, under pretence of visiting the different bays situated in that part of the island, whilst Messrs. Segond were afforded an opportunity of landing Africans in the very town of Pointe-à-Pitre; because, on the night of the 6th of the same month, when the waiters were absent, they landed sixty of the unfortunate captives in the town aforesaid. They are, no doubt, the remainder of the cargo of L’Atalante. On the evenings of the 18th to 20th November, the custom-house officers were at the north entrance of La Riviere Sallée, embarrassing small fishing and passage-boats. One would suppose that those officers were doing their duty; but no—it was to allow Messrs. Segond an opportunity of landing the remainder of L’Eugenie’s cargo from St. Marie Capisterre through the port of Pointe-à-Pitre, which opens to the south. This appearance seems supported by the real fact; because, on the 20th, a St. Marie’s sloop-boat, (well known as belonging to St. Marie,) arrived. She went near Messrs. Segond’s wharf, when a pistol was fired as a signal of debarkation; whereupon twenty-two unfortunates were, one by one, conducted like criminals to the store of Messrs. Segond: when they were all landed, the pistol was again fired, upon which last signal a custom-house officer went on board to visit the said sloop-boat!!!

“ I saw the captain and crew of a slave-ship or brig landed at Port Louis from Antigua, in a small schooner-boat. The vessel and cargo were seized at Antigua for entering there. It appears that they must have taken that island for this. This vessel was bound here. Mons. Rancé is the merchant whose name is mentioned as the owner or consignee.

“ L’Adèle Aimée took in her slaves at Old Calabar, situated (as I am informed) to the south-east of Bonny. The native chief, Duke Ephraim, supplied L’Adèle Aimée with her cargo of slaves, at twenty-two to thirty-five bars each. Whilst L’Adèle Aimée was at Old Calabar, L’Atalante, L’Eugenie, brig Fox, (and other vessels belonging to this island,) were loading at Bonny. L’Adèle Aimée had four guns when she went to the coast; two of which, being brass six-pounders, were sold to Duke Ephraim, who has sent offers to

Messrs. Segond to continue the trade. He has sent a boy, a relation of his, to this island, with a servant to wait on him, for the purpose of receiving education. A vessel which was at Bonny, and could not succeed there on account of the number of vessels purchasing cargoes, arrived at old Calabar when L'Adèle Aimée was there, and reported that the number of slave-vessels she left at Bonny was twenty.

"Seamen have great temptation to go on the African slave-trade. Men before the mast get from 25 to 30 dollars a-month: thus some of the crew of the vessels which arrived at Pointe-à-Pitre had to receive 200 dollars each, balance of wages. L'Atalante has been equipped again, and has sailed from Pointe-à-Pitre, no doubt with the intention to prosecute another voyage to the coast; although the captain, on account of his cruel treatment to his sailors, could not get a crew at Pointe-à-Pitre for the voyage; but it is said that she has gone to Martinique to collect seamen. Her departure is marked on one of the enclosed extracts, under the head, 23d to 30th November. You will find also by the enclosed extracts that each vessel (coming from Africa) reports in ballast from St. Bartholomew's.

"Slaves are now imported so openly into this island, that those landed at Pointe-à-Pitre from St. Marie, by Messrs. Segond, are by them employed carrying stones, &c. for a large building lately commenced by these merchants, without any fear of their being seized. The Louisa, a schooner which I mentioned in my letter of February last, being a remarkably fast-sailing vessel, is re-built entirely anew. She is, I am told, to be equipped for the slave-trade, and will be ready shortly.

"I cannot conclude my present communication without expressing the horror and indignation which have seized me, when I have to relate that the Sabbath is the day on which, generally speaking, a sale of the different cargoes landed on this island takes place, because it is on that day all the planters assemble at the different bourgs to go to church, &c.

"The schooner L'Atalante is the same which I mentioned to you in my letter of February last as La Talente. The mistake happened from my not then seeing the name written."

“Guadaloupe, 5th March, 1821.

“In addition to my last communication, under date of 13th December last, I have to furnish you with the painful account of the arrival of the brig Fox, from the coast of Africa, with a cargo of slaves, after an absence of a year. She took in her cargo at Bonny; and when she left it, there were about twenty-eight vessels, large and small, then lying there for the purpose of procuring similar cargoes*. I am informed by the crew, that the chief is named King Pepper, and is the person who supplies the slaves at Bonny. The Fox arrived off Port Louis the 23d ult. and remained until this day; during which time, the debarkation and sale of the unfortunate Africans took place. As soon as she appeared off, her signal was well known by the agent of Messrs. Segond, with whom instructions about her intended arrival off Port Louis were lodged, several months back: whereupon a boat, with the agent's clerk, was sent off to the brig to communicate, after which she approached and anchored off Port Louis, about two o'clock in the afternoon, in presence of all the people, and also of the custom-house officer stationed there, whilst the custom-house boat, with waiters from Pointe-à-Pitre, was at the north mouth of La Riviere Sallée, who must have seen this brig approaching Port Louis. On her arrival, the Bourg of Port Louis immediately resounded with noise of the arrival of a Guinea-man. A boat was immediately dispatched to Messrs. Segond at Pointe-à-Pitre, through La Riviere Sallée, with the captain of the brig Fox. At about nine o'clock at night, she returned with the captain and the chief clerk of Messrs. Segond: thus you find that the captain fearlessly showed himself at Pointe-à-Pitre before the slaves were debarked. They immediately began to concert on measures for the debarkation of the cargo; and it was proposed to wait until about three o'clock the next morning, when they would be favoured with moonlight, whilst they had engaged two large canoes for the purpose. However, the captain being sick and fatigued, did not commence to debark at that hour. The debarkation, therefore, commenced later,

* “This account will be found exactly to correspond with that received from the river Bonny itself, and inserted in this year's Annual Report, p. 24.”—See page 3.

and was not ended before seven to eight o'clock on Saturday morning, the 24th February. They were put into an old store-room at Rambouillette, (Port Louis,) so that they could be seen by every body. The custom-house officer stationed there was seen by me going to look at them with other persons. I went also and witnessed the cruel sight. I went to be convinced and to deplore. There were about 300 miserable beings, without distinction of sex, packed close together in the above-mentioned store-room, upon the bare earth, without even planks to serve as beds. They had no coverings for their bodies, except some of them, who had only a piece of cloth to cover their middle. Some were sick, and a few presented the human shape in a most dreadful form, being reduced to mere skeletons. But generally speaking, the greater part appeared to be in good health. They are of the Eboe nation; and I am informed that king Pepper got them from the interior. He supplied them very slowly, which accounts for the long detention of the Fox. She took in 328 at Bonny, whereof about twenty-eight died, some of whom jumped overboard and drowned themselves, and, I am told, with the erroneous hope of getting back to their own country. Three hundred must have been landed, because, at the sale, there remained 294, a few having died since their arrival. Circulars were sent to the different planters of Grandeterre, and to those residing on the Guadeloupe shore, to invite them to the sale yesterday, being the Sabbath-day! It accordingly took place, and was numerously attended by people from all quarters. They were sold, (except about eighty,) upon an average, at about 3000 livres, or £.150 currency, per head: among them were a good many boys and girls. The remainder was taken off this day, on board of a sloop, which was ordered round from Pointe-à-Pitre for that purpose. I saw her afterwards quit: she steered westerly. I am informed that they are sent to Porto Rico. The brig Fox sailed for Pointe-à-Pitre the same day she landed her cargo. Before she sailed, I went on board of her, and saw the platforms erected, and every thing indicative of her having had a cargo of slaves on board. In this condition she must have arrived at Pointe-à-Pitre. She was set up there, and sold the 1st instant at vendue, like the other slave-vessels of Pointe-à-Pitre, to close the account of the *actionnaires* interested in this voyage.

“The Louisa, which you were informed was getting ready for sea,

has since sailed. She is a remarkably fast-sailing vessel. L'Eugénie has also sailed again.

"I am informed, and verily believe, that these slave-vessels get their arms and ammunition from the public arsenal at Pointe-à-Pitre. They all go out armed. There are no *private* stores where arms and ammunition are sold; and therefore the account which I have received, that the local government facilitates these expeditions, is very credible. As for the particulars respecting the arrival of the Fox, &c. it rests not upon idle reports, or what is generally believed to be true. My information comes from what I have seen myself.

"Cold and unfeeling indeed must be the heart of that man, if, situated as I am, he did not feel some indignation. When I consider that his Most Christian Majesty has signed solemn treaties, and ordained solemn decrees against this inhuman traffic, and that his subjects are unblushingly and successfully carrying it on, (with all the semblance of protection from the colonial government,) I cannot do otherwise than feel for this act of injustice—this open violation of a solemn treaty! Could his Most Christian Majesty have been present, as well as his ministers, at the debarkation of the cargo of the Fox, I think that the tear of sympathy would start from their eyes, unless they had before visited the colonies, and were tainted by colonial prejudice; or unless they could not be convinced of this truth—that these Africans were fellow-creatures. I think that his Most Christian Majesty would be sunk in amazement, (if he is not yet in the secret of what is going on in this island,) after witnessing such a scene, and learning that some of his officers afford every facility to the introduction of these Africans into Guadaloupe.

"For my part, I think the present manner in which slaves are introduced into Guadaloupe, is more favourable to the slave-trader, than if the introduction was openly allowed by law; because, at most, he now pays about 600 dollars of a *douceur*, &c.: but there no doubt would be a heavy duty, if the trade was permitted. Say then, that if only five per cent. *ad valorem* was demanded, the cargo of the Fox, if she paid that duty, and if the slaves were valued only at £.100 currency, would have to pay about £.1470, or 3266 dollars, as the total amount of duty."

"Such is the account of an eye-witness of many of the scenes which he describes. And here it ought not to be forgotten, that Guada-

loupe was ceded to France by Sweden, under the mediation of this country, subject of course to the condition under which this last power had received it from Great Britain, namely, that no slave-trade should be allowed to exist there. This condition, however, it will be admitted, has been most flagrantly violated*."

After reading these melancholy statements of the callous insensibility of Slave-traders, who are a disgrace to humanity, and much more so to a people professing the Christian name, it is cheering to meet with one honourable exception, in General Milius, governor of Bourbon; although, in reading his letters, we find a fresh instance of the barbarity and cruelty which this iniquitous traffic produces.

"The following is an account of the piratical habits produced by the slave-trade, given by General Milius himself, in a letter to the Minister of the Marine. After observing that the 'barbarous and inhuman expeditions which our slave-traders are so frequently engaged in at Bourbon, in defiance of the extreme severity by which I endeavour to oppose them,' are also frequent at the Mauritius, and attended by circumstances still more atrocious, he proceeds to state, that he had been applied to by the governor of the Mauritius, to deliver up a criminal of the name of Lemoine, whose conduct had confirmed all his former observations respecting the 'inhuman cruelty, sordid avarice, and callous barbarity of those who engage in the slave-trade,' but that he had failed to trace him. The facts of the case are thus stated by governor Milius.

"In the month of September last, the Sieur Lemoine, master and owner of the schooner l'Espoir, or the Bamboche, left the Mauritius under English colours, shaping his course towards the coasts of Madagascar and of the Mozambique. He fell in with a Portuguese vessel, laden with negroes and gold-dust. An eagerness and thirst of gain seized upon his soul: he ran along-side of the Portuguese vessel, and immediately killed the mate by a musket-shot. Having boarded her, he soon obtained possession of the vessel thus attacked; and his first questions were addressed to a Portuguese colonel, aged

* Supplement to the 15th Report, page 125—135.

50, of whom he enquired where the money and gold-dust were deposited. After this short interrogatory, Lemoine purposely stepped aside, and a man named Reineur, who was behind him, with a pistol blew out the unfortunate colonel's brains. But these crimes were not enough to satisfy their savage inhumanity. The master of the captured vessel, alarmed by the rapid succession of these massacres, threw himself overboard, in order to escape a more immediate death. Vain hope! the fury of Lemoine and his accomplices was not yet allayed. They pursued him in a boat, and, having soon overtaken him, they cut him on the head with a sabre. The unfortunate man, feeling himself wounded, caught hold, in order to support himself, of the boat in which his murderers were, who, profiting by this last effort of despair, had the dastard cruelty to run a sword into his throat, the point of which came out at the side of their victim: the body disappeared, and they returned on board fatigued, but not satiated with murders! They shut up, in the hold, the remaining Portuguese sailors, and after having taken off the rich cargo, they scuttled the ship, and sunk her with the crew they had thus shut up.

"I own, Monseigneur, that such horrid acts of cruelty would be too painful to relate, were they not seldom found to be accompanied by such frightful details.

"After this infamous expedition, Lemoine went to Mahé, which he soon left for the Mauritius; leaving one Basset, his second in command, in charge of the schooner at Seychelles.

"On his arrival at the Isle of France, Lemoine ordered Basset to sell his vessel at Mahé, which was done through the means of the Judge of the Admiralty. But, when Basset claimed the amount of the sale, the indiscretion of his crew had given rise to suspicion: the rumour of the murders was generally spread, and Basset was taken up. Having, by confession, obtained the clearest evidence of the crimes committed by Lemoine and the crew of *l'Espoir*, the Commandant of Seychelles sent them to the superior court at the Mauritius, where proceedings are now going on against them.

"But the ends of justice will only be half attained: the most guilty person has escaped, and every circumstance confirms the presumption that he has left the two colonies.

"The foregoing is, Monseigneur, a faithful narrative of the horrors

practised by a slave-trader. To these lengths will an eager avarice urge on those who can traffic in human flesh. I shall not venture to add a single reflection ; the heart and understanding of your Excellency will furnish the best inference to be deduced from this communication *."

Sir George Collier, the commander of the British ships of war, stationed on the coast of Africa, to enforce the abolition laws, and the treaties entered into between Great Britain and the other powers of Europe, to promote the termination of the Slave-trade, in a letter, dated "the 16th of September, 1820," says :

"France, it is with the deepest regret that I mention it, has countenanced and encouraged the Slave-trade, almost beyond estimation or belief. France is engrossing nearly the whole of the Slave-trade; and she has extended this traffic beyond what can be supposed, but by one only who has witnessed it. In truth, France now supplies the foreign colonies, north of the Line, with Africans. I exaggerate nothing in saying, that thirty vessels, bearing the colours of France, have, nearly at the same time, and within two or three leagues of distance, been employed slaving. I will add, that in the last twelve months, not less than 60,000 Africans have been forced from their country, principally under the colours of France ; most of whom have been distributed between the islands of Martinique, Guadaloupe, and Cuba. France has certainly issued her decrees against this traffic, but she has done nothing to enforce them. On the contrary, she gives to the trade all countenance short of public avowal."

The Appendix to the last Report of the African Institution contains clear proof that the British ministry have not been backward in representing to the French government the flagrant violations on the part of its subjects, of the laws by which it should be bound, of the treaties to which it had been a party.

Towards the close of the year 1820, Lord Castlereagh addressed a long letter to the British ambassador at Paris, to be communicated to the French ministry, containing important information and judicious

* Supplement to the 15th Report, page 144—146.

reflections on the continuance of the trade by the subjects of France. The reply to this document is also printed, but the committee of the African Institution have made long comments on its contents, in which the arguments contained in the reply are ably refuted.

SPAIN.

Towards the close of the year 1817, a decree was issued by the King of Spain, for the restriction and ultimate abolition of the Slave-trade, carried on by subjects of Spain. The first and third articles of this decree are as follows :

“ Art. i. From this day forward, I prohibit all my subjects, both in the Peninsula and in America, from going to buy negroes on the coasts of Africa, north of the Line. The negroes who may be bought on the said coasts shall be declared free, in the first port of my dominions at which the ship in which they are transported shall arrive. The ship itself, together with the remainder of its cargo, shall be confiscated to the royal treasury, and the purchaser, the captain, the master, and pilot, shall be irrevocably condemned to ten years’ transportation to the Philippines.

“ Art. iii. From the 30th of May, 1820, I equally prohibit all my subjects, as well in the Peninsula as in America, from going to purchase negroes along those parts of the coast of Africa which are to the south of the Line, under the same penalties imposed in the first article of this decree: allowing likewise the space of five months from the above date to complete the voyages that may be undertaken before the above-mentioned 30th of May, in which the traffic in slaves shall cease in all my dominions, as well in Spain as in America.

The following extracts from the letters of one of the Commissioners of the British government, stationed at the Havannah, to enforce the abolition laws, indicate great indifference on the part of Spain, to give them their due effect.

“ On the 6th of February, 1820, Mr. Kilbee acquaints Lord Castle-reagh, that ‘ the slave-trade continues to be very brisk, and that

almost daily there are arrivals from, and departures to, the coast of Africa.'

"On the 29th of June, 1820, the same gentleman writes, that on the 30th of May, the very day on which, by treaty, the Spanish slave-trade was to cease, every where and for ever, and during a few days before, about twenty vessels sailed from the Havannah to the coast of Africa for slaves, their owners having been led by the Spanish authorities there, to believe that there was no risk of capture in the case of vessels clearing out for southern Africa, on or before the 30th of May, even although they should not complete their voyages in the five months allowed by the treaty for that purpose; and this, notwithstanding the clear and express terms in which their own municipal law, as well as the treaty with Great Britain, limits the period.

"On the 31st of August, 1820, Mr. Kilbee informs Lord Castle-reagh as follows: 'No vessel detained in virtue of our slave-trade treaty with Spain, has yet reached this port for adjudication. I stated upon a former occasion that many of the slave-ships that arrive here obtain their cargoes *on the coast of Africa north of the Line*. For some time after the mixed Commission was declared to be opened, these vessels were in the habit of landing their negroes at Batabano, or some other of the smaller ports in the island; fearing that if they came direct to the Havannah, where one of the British Commissioners was resident, their papers could be examined, and that they would be liable to the penalties stipulated by treaty. Finding, however, that such as did reach this port were not subjected to any special examination in consequence of the treaty, either on the part of the mixed Commission, or on that of the authorities of his Catholic Majesty, they have latterly come direct to the Havannah, and make no mystery of having proceeded from the coast of Africa north of the Line.'

"Every slave thus illicitly introduced is, by the treaty, most clearly entitled to his freedom; and the British government have, besides, a right to half the proceeds of every vessel employed in introducing them. It seems, therefore, scarcely to admit of doubt, that such manifest violations of the engagements of Spain, and such gross negligence, to say the least, on the part of the local authorities, might have formed a proper subject, not less of the *official* denunciations of

our Commissioners, than of the pointed remonstrances of our government*."

"The last letter from Mr. Kilbee is dated November 8, 1820. It states, that on the 30th of October, the term allowed by treaty for completing the voyages of Spanish slave-ships, had expired; but that on the 6th inst. the brig *Tellus*, Don Juan Botel, master, consigned to Messrs. Pelegrin, Marquez, and Co. had entered that port with 176 negroes from the coast of Africa, and was admitted and allowed to land her cargo. Mr. Kilbee represented the matter to the governor; but on his part it was alleged, that this vessel having cleared out before the 30th of May, must be allowed time to finish her voyage, five months not being sufficient for that purpose; and, it was contended, that the penalties were only meant to attach to such as should commence their voyages subsequently to the 30th of May. He would, therefore, he said, admit vessels, under such circumstances, until he should receive further orders from his government; and, in the mean time, security would be taken for the value of their cargoes, from the owners of vessels arriving subsequently to the 30th of October, until the decision of the two governments should be known†.

"The Spanish government applied several times to Lord Castlereagh for an extension of the period of five months allowed for completing the slave-voyages begun before the 30th of May, 1820; but this application his lordship uniformly and strenuously resisted. An able note addressed to the Spanish Charge d'Affaires, on the 11th of June, 1820, affords a comprehensive and most satisfactory view of the whole of his lordship's argument. The following extract from it will sufficiently show its general bearing.

"The argument used in M. d'Usoz's note, founding the present demands on the known impossibility of vessels being able to commence and complete an expedition in slave-trading, within the period between May and October, 1820, so as to insure to the merchants the safety of their cargoes, is a position not to be denied; but the undersigned considers it as peculiarly corroborative of the spirit and intention of the article in question, which was to discourage, ra-

* Supplement to the 15th Report, page 29—31.

† Ditto, page 32.

ther than to facilitate the commencement of such enterprises, at so late a period as the last day of the term in which the virtual suppression was to take effect. In fact, such an integral change in this part of the treaty, can only be considered by the undersigned as *pro tanto* defeating the very object for which it was framed ; which object certainly was no other than the final abolition of the slave-trade by Spain, at as early a period as the interests of its subjects, upon due notice, would permit, and to which interest so large a sacrifice in money was, at the time, made by Great Britain, in reliance on the good faith of the Spanish government in carrying into effect the article which it is now proposed to defeat, by the solicitation of a still longer period ; and as the treaty was made public as far back as the year 1817, the undersigned does not see how Spanish merchants can plead ignorance of the provisions of the treaty, or entertain any expectation of an alteration in one of its most important articles.

“ If there be any speculators, whose love of enterprise and thirst for lucre shall have led them into risks thus wilfully, not to say blameably incurred, such traders must abide by the penalties which they knew to be impending over them ; nor can they in justice claim the protection of their government, after the timely notice given to them.”

“ On receiving Mr. Kilbee’s last letter, Lord Castlereagh addressed a dispatch to Sir Henry Wellesley, dated the 16th of February, 1821, repeating many of the arguments he had before employed, and desiring him to require of the Spanish government an exact performance of the stipulations of the treaty. ‘ His Majesty rests his full assurance upon the well-known honour of Spain, that the government will give orders for acting up to the treaty. There is every reason to believe that an additional and forced trade in human beings has been founded on the prospect of its termination, both by sending more ships than could be loaded on the coast of Africa within the ordinary time of trade ; and by multiplying ships’ papers, so as to allow of their being used at a future time. And it appears, from the instance more immediately referred to, (that of the *Tellus*,) that vessels take their clearances from one settlement, and make their importations into another ; thus making it doubly inexpedient to admit of any alteration of the treaty, since it would be impossible to establish any effectual check against such evasions.’ He concludes with

desiring Sir H. Wellesley to call upon the Spanish government to issue immediate orders to the authorities at the Havannah and elsewhere, and to their commissioners at the Havannah and Sierra Leone, to act faithfully up to the stipulations of the treaty. The result of this communication does not appear from these papers*."

PORTUGAL.

The documents printed in the Supplement from which the last extracts are taken, unequivocally prove the continuance of the Slave-trade by the Portuguese, in a way which indicates great indifference to its abolition on the part of that government, as the following statements show.

"IN various communications from Mr. Chamberlain, his Majesty's Chargé d'Affaires at Rio de Janeiro, are given some interesting statements respecting the extent of the Portuguese Slave-trade.

"On the 2d of October, 1817, he writes, that during the two preceding months the slave-trade from Rio de Janeiro had suddenly and largely increased. Twenty-seven vessels had sailed thence in that time, capable of carrying 9450 slaves, a number amounting to nearly half the supply of any former year; and several more were preparing. Of these twenty-seven vessels, as many as twenty-one had cleared out for Cabenda, which Mr. Chamberlain attributes, with great appearance of probability, to the immediate vicinity of that place to the prohibited district, and the consequent facility of drawing slaves thence.

"From the 1st of January, 1817, to the 1st of January, 1818, 6070 slaves, the same gentleman states, were imported into the captivity of Bahia from the coast of Africa, in sixteen ships.

"The number imported in the same time into Rio de Janeiro, in forty-two ships, was 18,033. A much larger number, viz. 20,075 had been embarked, but 2042 had died in the Middle Passage.

* Supplement to the 15th Report, page 34—36.

One vessel, the Protector, had taken on board 807 slaves at Mozambique, of whom 339 died during the voyage.

"On the 9th of May, 1818, Mr. Chamberlain writes, that the slave-trade had now increased beyond all former example; twenty-five vessels having arrived since the beginning of the year, none bringing less, and many of them more, than 400 of these unhappy beings, which made the importation at least 10,000 during the preceding four months.

"The number of slaves imported into Rio de Janeiro, from January 1 to December 31, 1818, was 19,802. The number embarked had been 22,231, in fifty-three ships, of whom 2429 had died on the passage. One vessel, the Perola de Norta, from Mozambique, lost 161 out of 421; another the União Feliz, from Mozambique, lost 229 out of 659, a third, the St. Jose Diligente from Kilimane, lost 238 out of 464.

"It is to be regretted that this account has not been continued; and also that the importations into the other captaincies of the Brazils should not have been mentioned.

"The third article of the treaty concluded with Portugal on the 28th of July, 1817, for repressing the illicit slave-trade, stipulated, that within two months after the exchange of the ratifications, which was to take place on or before the 28th of November, 1817, his Most faithful Majesty should promulgate a law, prescribing the punishment to be inflicted on such of his subjects as should in future participate in the illicit traffic of slaves; and renewing the existing prohibition to import slaves into the Brazils, under any other flag than that of Portugal; in which law his Most Faithful Majesty further engaged to assimilate as much as possible the legislation of Portugal to that of Great Britain. In compliance with this stipulation, such a law should have been promulgated on or before the 28th of January, 1818. Repeated applications were made on this subject by Mr. Chamberlain, his Majesty's Chargé d'Affaires at the Court of Brazil; but it was not till the month of May that the law was communicated to him, or even printed*."

* Supplement to the 15th Report, page 36—38.

This law contains the two following articles :

“ Art. i. All persons, of whatsoever quality or condition, who shall proceed to fit out or prepare vessels for the traffic in slaves, in any part of the coast of Africa lying north of the Equator, shall incur the penalty of the loss of the slaves, who shall be declared free, with a destination hereinafterwards mentioned. The vessels engaged in the traffic shall be confiscated, with all their tackle and appurtenances, together with the cargo, of whatever it may consist, which shall be on board on account of the owners or freighters of such vessel, and of the owners of such slaves. The officers of such vessel—to wit, the captain or master, the pilot and supercargo—shall be banished for five years to Mosambique, and each shall pay a fine equivalent to the pay or other profits which he was to gain by the adventure. Policies of insurance cannot be made on such vessels, or their cargoes ; and if they are made, the assurers who shall knowingly make them, shall be condemned in triple the amount of the stipulated premium.

“ Art. ii. All persons, of whatever rank or condition, who shall import slaves into Brazil, in foreign vessels, shall incur the same penalty of the loss of the slaves, who shall become freemen, and be provided for as hereinafter directed*.”

“ This law,” the Committee of the African Institution remark, “ if properly followed up, would doubtless do much to repress the illicit Portuguese slave-trade ; and it might have been expected that the Court of Brazils, being really anxious to carry it into effect, would have given authority to the Portuguese judges of the mixed Commission Court at Sierra Leone, to have taken cognizance of any infractions of it which might be brought under their view. So far, however, was this from having been done, that in June, 1820, eighteen months after the date of the law, those judges, having before them a clear and undoubted case of illicit slave-trading, not only permitted the parties to depart, with their vessel and her cargo restored to them, but assigned to them a full indemnification, to be paid by the captor †.

“ The Board will recollect, that at the Congress of Aix-la-Chapelle, the powers assembled there agreed to make a solemn and joint ap-

* Supplement to the 15th Report, page 38, 39.

† Ditto, page 42.

peal to the King of Portugal, to induce him entirely to abolish the slave-trade. The letters of those different powers having been presented to him; on the 21st of August, 1819, he addressed a letter to his Majesty, in reply to one received from him, in which he states that he had caused his subjects to observe the stipulations of the treaty, for abolishing the slave-trade to the north of the Line, and that he had given to that traffic 'the direction which was most conformable to these stipulations, without risking a general commotion in the Brazils, in order to substitute white colonists for a black population, from whom rude labour alone can be expected, without either industry or activity' in such labours. 'It is extremely disagreeable,' he adds, 'to be thus placed between two evils, one of which would prevent the increase of industry in general; whilst the other, by opposing the prejudices of two centuries, would be revolting to the opinions of the proprietors, and perhaps inflame the minds of the slaves. In this crisis I have preferred indirect means: the traffic has already much decreased; and I hope that in time you will have the satisfaction of seeing your views realized.'

"So far as this letter is intelligible, it appears intended to postpone the abolition of the Portuguese Slave-trade to an indefinite period. The only facts asserted in it—namely, that the king had caused his subjects to observe the stipulations of the treaty, abolishing the slave-trade north of the Line, and that the trade had much decreased—are contradicted, it is to be feared, by incontrovertible evidence.

"Our government has not limited its efforts to induce Portugal entirely to renounce the slave-trade, to the above communication. There appear in these papers several urgent applications to the Portuguese minister, calling upon him to fulfil the pledge given at the Congress of Vienna, that in eight years, at most, from that time, the Portuguese Slave-trade should cease*."

"Sir George Collier, in 1819, had detained two slaving vessels, which were found to be the property of the governor of Prince's, on the coast of Africa; and the Nova Felicidade, whose case is mentioned above in the proceedings of the mixed Commission Court at Sierra Leone, and which, though only eleven tons burden, had seventy-

* Supplement to the 15th Report, page 43. 44.

one human beings crowded into her hold, is stated to have belonged to the same person. Lord Castlereagh preferred a complaint against him to the Portuguese government, urgently requesting 'that no time may be lost in instituting an inquiry into his conduct; and that as there are the strongest reasons to believe that he has been deeply implicated in the abuses which have been practised on that coast, in carrying on the slave-trade, in violation of the treaty between the countries, he may be removed, without further delay, from the command of that island?' He presses it also upon that government, 'how eminently it becomes their character, as directing the affairs of a civilized nation, and how important to their fair name, at a moment when the continuance of the Negro slave-trade is a subject of general abhorrence in every civilized country, with the single exception of the Brazils, that they should adopt the most decisive and vigorous measures to arrest the progress of an evil which appears to be increasing, rather than to diminish, in its most horrid character.' 'The documents,' his lordship adds, afford 'ample proof of the horrid and disgraceful manner in which this odious traffic is still carried on by his Most Faithful Majesty's subjects; how in its most illicit form, it is encouraged and connived at by the Portuguese authorities; and how seriously it becomes the duty of every government, and of every individual friend of humanity, to do all in their power to put an end to such unjustifiable outrages.'

"The papers do not state what was the actual result of these spirited representations*."

NETHERLANDS.

It seems proper to introduce the account of the trade carried on by the subjects of the king of the Netherlands, by printing the following law.

"On the 20th of November, 1818, the following law, entitled a law denouncing penalties in order to prevent and check the slave-trade,

* Supplement to the 15th Report, page 46, 47.

was promulgated by that government, and a copy of it reached England on the 4th of March, 1819.

‘ We, William, by the grace of God, King of the Netherlands, Prince of Orange Nassau, Grand Duke of Luxemburg, &c. &c. &c. ’

‘ Having considered our decree of June 15, 1814; likewise article eight of the treaty concluded August 13, 1814, between our kingdom and that of Great Britain; as also article one of the treaty dated the 4th of May, of the same year, all relative to the abolition of the slave-trade; and article sixty of the fundamental law; and being solicitous to prevent a traffic so disgraceful to humanity, we, on the proposal of our minister for justice and foreign affairs, and after hearing the council of state, have decreed and do decree:—

‘ Art i. No one, of whatever description, in our West India colonies and settlements, or on the coast of Guinea, shall be permitted to carry on the slave-trade, or to be directly or indirectly connected with that traffic, whether by fitting out ships or vessels for that purpose, or by having an interest in the fitting out, to that end, of national or other ships and vessels, and by designedly letting them by contract for such object, or by shipping, buying, selling, bartering, and openly or surreptitiously importing, or causing to be imported, Negroes as slaves, into any Netherland or foreign colony or settlement out of Europe, on pain, to transgressors and their accomplices, of incurring a penalty of five thousand florins, besides being declared infamous, and imprisoned for the period of five years.

‘ Art. ii. To the same punishment shall be liable all foreigners, who, subsequently to April 1, 1819, shall have carried to, or imported, or attempted to import, into our above-mentioned colonies and settlements, one or more Negroes, and who shall be apprehended in our said colonies and settlements: and any ships and vessels laden with Negroes, which, previous to that period, may put into any of the Netherland harbours in those parts of the world, shall immediately be warned off.

‘ Art. iii. Penalties similar to those specified in article i. shall be inflicted upon all masters of vessels, steersmen, and supercargoes, whether Netherland or foreign, who shall have lent their assistance towards the carrying on of the prohibited traffic in slaves, and shall, in consequence, after the above period, have carried to, or imported

into, or attempted to carry to, or import into, the said colonies or settlements, any cargo of Negroes.

‘ Art. iv. Sailors, and other seafaring men, who shall be apprehended in our colonies on a charge of having deliberately entered into the service of ships or vessels, knowing them to be engaged in the slave-trade in general, or in the importation of slaves into our above-mentioned colonies and settlements, shall, by way of punishment, be imprisoned for two years; and those who discover it afterwards, shall immediately stand discharged from their service, and take the first opportunity, unattended with danger to themselves, to quit the same, on pain, in the contrary case, of incurring the punishment alluded to.

‘ Art. v. The above denunciations of punishment, however, shall no way apply to slaves now existing in the colonies, or to their children, whether born or that may be born, respectively, who shall be transferred to and from any Netherland colony in the West Indies, or to and from any foreign colony, or any portion thereof; and we expressly declare, that no one whosoever shall, on that account, be suffered to be at all molested; inasmuch as such importation and transfer does not come within the meaning of the prohibited slave-trade.

‘ Art. vi. Neither shall the punishments threatened by the present law be made applicable to those who shall save and succour any slave-vessel in distress, or who may have transhipped from such vessel any slaves, provided the commander give due information of it within fourteen hours of his putting into the first port he shall make.

‘ Our ministers of justice and public instruction, of national industry and the colonies, are directed, each according to his department, to see the above carried into execution; and the latter shall cause the present decree to be proclaimed and affixed, as usual, in the before-mentioned colonies and settlements; and copies of the present decree shall likewise be communicated to our ministers for foreign affairs, and to the council of state, for their information.’

“The fifth article of the above law, it will be obvious, goes far, by a kind of side-wind, to nullify the whole of the preceding enactments, as well as the entire effect of the treaty which it professes to enforce; for that article permits the unrestricted import and export of slaves

between the Dutch colonies in the West Indies reciprocally; and between those colonies and the colonies of all other nations.

“ It ought not, perhaps, to excite any surprise, that the evasive nature of this provision should not have immediately arrested the attention of his majesty’s government. It appears, indeed, to have been overlooked, until the practical evils which might naturally be expected to flow from it called loudly for interference.

“ On the 12th of January, 1819, the above law was proclaimed at Surinam.

“ On the 23d of November, in that year, his majesty’s commissioners at Surinam, for carrying the treaty into effect, C. E. Lefroy, Esq. the commissary judge, and T. S. Wale, Esq. the arbitrator, informed Lord Castlereagh, that ‘ under the fifth and sixth articles’ of that decree, of which they inclose an official copy, ‘ a trade in slaves with the West India islands does exist; that two vessels, one from Guadeloupe, the other from Martinique, under the French flag, but consigned to inhabitants of this colony, are at the present time discharging their cargoes of slaves in the river Surinam; and that a ship under the Netherland colours has sailed from hence for the purpose of purchasing slaves at Pernambuco.’

“ Again, on the 27th of December, 1819, the same gentleman informed Lord Castlereagh, ‘ that the trade in slaves under the French flag, is carried on in great vigour, and that the majority of the slave-cargoes admitted under that flag are recent importations from Africa. Every circumstance of appearance and language of the Negroes, and even the admission both of buyers and sellers, render this a fact too notorious to permit us to conceal it from your lordship.’

“ On the 1st of April, 1820, these gentlemen further stated:

‘ We are extremely sorry to report, that fresh arrivals of slave-vessels under the French flag have taken place; and that, as nearly as we can compute upon the whole, since the publication of the decree, of which we had the honour to inclose your lordship a copy in our dispatch of the 23d of November last, no less a number than 2800 slaves, (the greater part recently from Africa,) have lately been introduced into this colony. We have had some conversation with the captain and officers of a Dutch frigate, the Comet, which is commissioned under the treaty to cruise upon this station; but they do not think their authority extends to an interference, in any case, with

the French flag, or with the interception of slaves imported under its protection. Our official colleagues, Messrs. Changnier and Graafland, are likewise of the same opinion; and that neither the letter nor the spirit of the authority with which the mixed courts are at present invested, comprehends any means of repressing or controlling this method of evading the object of the treaty.

“Under these circumstances, it will be manifest to your lordship, that unless in compliance with the last clause of the first article of the treaty, the Dutch government repeals the permission, contained in the decree to which we have before had occasion to refer, of importation from ‘friendly colonies,’ whose vessels have not been subject, by any express treaty, to the right of search, or has recourse to some further measures, your lordship’s efforts in this great cause will be, in part at least, defeated.”

“Again, on the 6th of April, 1820, they wrote as follows:—

“Although we had so recently the honour of addressing you, a circumstance has occurred since we made up our last dispatch, of which we think it our duty to put your lordship in possession—viz. the arrival of a vessel, under Dutch colours, with not less than four hundred and eighty slaves on board, (with papers professedly from a ‘friendly colony,’ under the authority of the decree of the Dutch government, accompanying our dispatch of the 23d of November, but which papers, from the appearance, manners, and every circumstance attending both the vessel and her cargo, we can feel no doubt to have been collusive,) without the least obstruction either from the Dutch ships of war in the river, or from the governor or local authorities in this place.”

“His majesty’s commissioners at Surinam, on the 14th of August, 1820, again addressed Lord Castlereagh to the following effect:

“When we had before the honour of addressing your lordship, we communicated the circumstance of the French and Dutch flags being made covers to the importation of slaves into this colony, evidently new comers from Africa, though perhaps alleged to have been procured immediately from neighbouring colonies: since then, we have seen the Portuguese colours also employed in a similar service; and in the course of the last week, three vessels under the flag of France, apparently direct from the African coast, have discharged their cargoes of slaves in this port.”

“ The only remaining communication from these gentlemen is dated so late as December 12, 1820, and is as follows:—

‘ We beg leave to inform your lordship, that the importation of slaves into this colony, which has been the subject of our former letters to your lordship, is still continued, and that in a recent instance, a slave-vessel with her cargo, prize to, and brought in by a South-American privateer, has been admitted *by this government* to the market.’

“ It is obvious that, according to the stipulations of the treaty, all the slaves who have thus been introduced into Surinam ought to have been emancipated, the ships to have been confiscated, and the parties concerned to have undergone the punishment prescribed in the decree of the king of the Netherlands*.”

These statements did not fail to claim the early attention of the British government, and through the ambassador at the court of the Netherlands, strong remonstrances were made. They did not, however, meet with that diligent attention which the case demanded. At length, in the course of last spring, nine months afterwards, a decree was issued by the king, the substance of which is as follows:

“ We, William, by the grace of God, king of the Netherlands, &c. &c. considering that, according to reports which have been received, slaves are now and then imported into the colony of Surinam from certain foreign colonies, where the slave-trade with Africa direct is still permitted,—referring to the treaty concluded between the Netherlands and Great-Britain on the 4th of March, 1818; referring to the law of the 20th of November, 1813; having examined the reports of our ministers for foreign affairs and justice, public instruction, national industry, and colonies; by the advice of our privy council—have thought fit and determined to prohibit the importation of slaves into the colonies of our kingdom, and especially into that of Surinam, from those colonies where the direct slave-trade with Africa is still permitted, as we do by these presents,

* Supplement to the 15th Report, page 48—54.

and under the same penalties as are denounced against the importation of prohibited goods there."

On this decree, the committee of the African Institution make the following just reflections:

"This decree was, doubtless, intended by its framers to satisfy the just and pressing demands of our government. The committee are nevertheless compelled to say, that however honourable may have been its intention, as it now stands it is a mere evasion of them; for it prohibits the importation of slaves into Surinam, only when it is made from those colonies where the direct slave-trade with Africa is permitted. But there is no such colony in the West Indies. The prohibition, therefore, if not perfectly nugatory, may be regarded as giving a legal sanction to what was formerly at least not admitted, namely, the right to import slaves into Surinam from all the other colonies in the West Indies. Take the case, for example, of an importation from Martinique, or Guadaloupe, or Cayenne, or Porto Rico, or the Havannah: in none of these is the direct slave-trade with Africa still permitted, to whatever extent it may *illicitly* subsist. From all of them, therefore, notwithstanding this decree, nay, even under its implied sanction, may slaves be imported into Surinam without restriction. But this was the very abuse against which our government had remonstrated. The government of the Netherlands professed to yield to our remonstrances; and in fulfilment of that profession, it promulgates a decree which not only leaves the abuse complained of wholly untouched, but seems to render it legal. Our government, it cannot be doubted, has already pointed out this disappointment of the humane expectations which the appearance of the decree must have raised, and has called for a measure more consonant to the letter and the spirit of our existing treaties: a measure, to use the words of our treaty, "*calculated in THE MOST EFFECTUAL MANNER to prevent ALL their respective subjects from taking ANY SHARE WHATEVER in this nefarious traffic.*" It is lamentable to see with what tenacity this Christian power clings to every remnant of this execrable commerce, to which the special pleadings of its colonists can give any colour of consistency with its engagements.

"Then, as to the punishment denounced by this new law, while it places a human being, or a cargo of human beings, on a level with a

keg of gin or a firkin of butter, is it not a relaxation, instead of an aggravation, of the penalties already affixed to slave-trading, namely, 'a penalty of 5000 florins, besides being declared infamous, and imprisoned for the period of five years?' If the undefined penalty attached to the importation of prohibited goods be, as the committee apprehend, one of less severity, then the measure assumes a still more reprehensible character. But be it so, or not, the decree is still a most inefficient and unsatisfactory fulfilment of the solemn engagements of the king of the Netherlands, and of the just expectations of the British government*."

EAST COAST OF AFRICA.

OBSERVATIONS on the SLAVE-TRADE carried on at ZANZEBAR.

"The slave-trade is carried on along the whole extent of the east coast of Africa, wherever there is a harbour, or an anchorage, in which vessels can traffic with safety; but I select one spot as peculiarly calling for the attention of the African Institution, and the British government.

"The island of Zanzibar, or Zinglebaas, (as it is called by the natives,) is situated between the latitudes of 5 deg. 40 min. and 6 deg. 30 min. south, and between 39 and 40 deg. east longitude. It lies in a direction nearly N.N.E. and S.S.W. and is distant from fifteen to twenty miles from the continent.

"There is an abundance of all the vegetables of tropical climes, which, with the fruits, are so bountifully supplied by nature, and require so little assistance from man, that the agriculture of the island is chiefly confined to clearing the ground from an exuberant vegetation not alimentary. Poultry is plentiful and cheap, a Spanish dollar being the price of sixteen large fowls. The harbour and coasts of the island yield abundance of delicious fish of great variety."

* Supplement to the 15th Report, page 66—68.

“The population is computed to be 200,000, consisting of natives, Negro slaves, and Arabs; the last not amounting to more than 2000, the slaves to about 150,000; some considerable Arab and native landholders possessing each from 200 to 400 of these unfortunate beings. It is comparatively happy for them, when their lot is cast in the service of an Arab, who is justly famed for his mild treatment of his slaves. He allows him a small habitation on his estate, exacting from him moderate labour, while the fertile soil yields him ample means of subsistence with little trouble. The poor Negro, therefore, under an Arab master, appears to enjoy ease and content. Numbers, unhappily, are differently situated; and the account given by Captain Smee, of the East India Company’s marines, who visited the island in 1811, is sufficient to harrow the hardest heart.

“A considerable number of merchants from Cutch and Scind occupy the best houses in the town of Zanzibar, engross the greatest part of the slave-trade, and form the most opulent part of the community. The slaves are brought to the market-place early in the day; but the principal exhibition commences about three or four o’clock in the afternoon. They are ranged in a line, composed of both sexes, and all ages, beginning with the least and increasing to the rear, according to their size. To set them off to the best advantage, their skins are cleaned and burnished with oil, their faces painted with red and white stripes, their woolly hair plastered and filled with a yellow powder, esteemed among the poor creatures as a mark of beauty and elegance, their hands and feet ornamented with rings and bracelets, and round their loins is wrapped a new striped or plain coloured cloth. At the head of the file stand the proprietor, and on each side two or three of his domestic slaves armed as a guard. Thus arranged, the procession begins, and passes through the market-place and principal streets; the owner, in a sort of a song, sounding the good qualities of his slaves, and proclaiming the prices that he had been offered for them.

“When one of them strikes a spectator’s fancy, the line is halted; and an examination ensues, which, for minuteness, is not equalled in any cattle-market in Europe. The purchaser first ascertains that there is no defect in the faculties of speech or hearing, and takes the assurance of the seller, that the slave neither snores nor grinds his

teeth in his sleep, which are deemed great objections ; and then he proceeds with his examination. The mouth and teeth are inspected, and afterwards every part of the body in succession, not excepting those parts which a sense of decency in the most savage tribes conceals from view, and which perhaps the very slave so inspected would not expose without a blush, which the lighter cheek of his future master could not display. After this, he is made to run ; and if there be no defect in the limbs, and no indication of any disease, the bargain is concluded. At the close of the day, the wretched beings who have been sold are stripped of their decorations, and sent to the houses of the purchasers. Women with infants hanging at their breasts, and others feeble from age, are thus seen marshalled and driven about the streets. Some groupes had been so ill fed, that their bones appeared as if they would penetrate the skin. Children of six years' old were sold for four, five, and six dollars. The value of a prime slave was about fifty, and that of a young girl sixty dollars. Women with infants did not fetch so high a price as those without them.

“ When a slave dies, his body is often allowed to putrify on the beach ; not a rag of cloth or handful of earth being laid over it. In consequence of this disgusting and revolting practice, the stench about the town is intolerable ; and, co-operating with the noxious effluvia arising from decayed vegetable matter, which floats down the stream in the rainy season, together with the filthiness of the low houses and narrow streets, tends to produce fevers and dysenteries, which make dreadful ravages among the inhabitants. In this, may not the hand of Providence be seen rendering the very objects of their cupidity the means of their destruction ?

“ The various tribes of slaves brought annually to Zanzibar for sale, (and of which 10,000 are supposed to be sent annually to India, Muscat, Bourbon, and the Isle of France,) could not be accurately described. They are brought from the continent, some, three months' journey from the coast : these are called *Meehmaries*, and their country furnishes ivory and gold. The *Meechcoos* are two months in coming. The *Mee-a-hoo*, fifty days. The *Mee-geer-doo*, one month. The *Gooroo*, fifteen days. The *Doai*, ten days ; and are said to be cannibals. The *Jiggica*, four days ; and the *Mojjeir-bana*, three. These are only a few of the different tribes who inhabit the country, directly inland from Zanzibar ; the interior of which is

represented to be extremely fertile, and abounding with cattle and elephants.

“The town of Zanzebar is situated on the south-west side of the island: it is large, and chiefly composed of huts. The few store-houses which are seen, belong to the merchants of Cutch, Scind, and the Arab residents. The fort, which was of Portuguese construction, is a square building, with a tower at each corner, and a battery in an outwork towards the sea; in which are mounted four or five guns of large calibre, and of French manufacture. The harbour of this beautiful island is capacious and excellent. The tides rise between two and three fathoms; and, at a small expense, docks might be constructed, capable of admitting ships of the largest burden. The sovereignty of the island belongs to the imaum of Muscat, who appoints at pleasure the hakeem or governor, his vizier, and three or four officers, who collect the customs, but maintains no description of military force.

“The hakeem’s slaves, amounting to about 500, are all armed, and serve as soldiers. He himself is an eunuch-slave of the imaum. His ruling passion is the love of power; for the preservation of which he lives like a beggar: his savings and extortions being transmitted to Muscat as the price of his situation. The people who live under his government despise and detest him.

“The trade here, (as in most of the ports on the east-coast of Africa,) is chiefly in the hands of the Arabs from Muscat and Maculla, and of adventurers from Scind, Cutch, and Surat. The principal imports are Surat and Cambray cloths, to the value of twelve lacs of rupees annually; cotton, beads, sugar, grain, iron, and lead. The exports consist of slaves, ivory, rhinoceros’s hides and horns, cowries, wax, turtle-shells, &c. The value of the duties annually collected, were computed to be 150,000 dollars; and the rate paid is five per cent.

“The ordinary annual nett revenue derived by the imaum from this possession, is 60,000 dollars; but levies of money are frequently made upon the inhabitants, on various pretences: and when Captain Smee was there, a ship arrived from Muscat, with a demand of 25,000 dollars, for the avowed purpose of enabling the imaum to resist the encroachments of the Wahabees; but the real object was supposed to be, to purchase a cargo for the very ship that brought the demand. An additional tax was immediately imposed; and the

principal men of the district were ordered to collect it, and held responsible for its payment, at a stated period, under pain of imprisonment. The Surat traders were on this occasion called upon to contribute 3500 dollars as their quota; but Captain Smee very properly afforded them that protection to which they were entitled from a British officer, and remonstrated with the hakeem on the injustice of demanding any thing from these peaceable traders beyond the established duties of the port.

"In March, 1811, when that officer was at Zanzebar, with two of the East India Company's cruisers, there were lying in the harbour, for the purpose of commerce, 59 vessels of different sizes, containing about 10,000 tons.

"In addition to these, numerous small coasting craft are continually arriving and departing. In some seasons 100 large dows have arrived there from India and Arabia. It must be very evident, from what has been already stated, that the slave-trade is not necessary to the prosperity of this island; that the commercial spirit of the place, if rightly directed, would find its best interest in the pursuit of other objects. The articles of import and export, of which a part has been enumerated, abundantly show that a very lucrative commerce might be prosecuted, untainted by the guilt of that nefarious and inhuman traffic. Along the whole range of the eastern coast, there will not be found a port, by its many advantages, so inviting to commercial enterprise.

"It ought then to excite equal astonishment and regret, that an extensive and populous island, so richly gifted by nature, and so admirably adapted for commerce, the great and successful means of civilization, should be subjected to the dominion of a petty Mohammedan state, which, at the distance of 2000 miles, rules it with a contemptible band of slaves, whilst it is unable to defend its own territories and commerce from the attacks of its neighbours in the Persian Gulf.

"But the first object which calls for attention, and which ought to engage the consideration of the British government in the East, is the abolition of the slave-trade; a measure which, I am confident, is easy of accomplishment. The imaum of Muscat is an old and steady ally of the East India Company, and, of late years, has been indebted for his existence as a sovereign to their protection. His principal

ship for war and commerce was recently built in the company's dock-yard at Bombay; and all his applications for supplies from the arsenal are immediately granted. Indeed, the intimacy between the imaum and the Bombay governor has been such, and the confidence of this Mohammedan in Christian benevolence so great, that he has, (contrary to all usage,) been in the practice of sending his sister, to whom he was much attached, annually to Bombay with a large suite, there to pass some months for the benefit of her health. The British government, therefore, have only to express to the imaum their desire that the slave-trade at Zanzibar should cease; and I am confident that he would readily enter into a treaty with them for that purpose, and as readily agree, that the East India Company's vessels of war should enforce its execution. At all events, the trial should be attempted, and a beginning made to free the eastern coast of Africa from the dreadful scourge with which it continues to be afflicted*."

The Board of Directors of the African Institution communicated the above Memoir to the Court of Directors of the East India Company, who, in a dispatch to the governor of Bombay, dated 11th of 4th mo. 1821, write in the following terms:

"We lately received from the president, vice-presidents, and directors of the African Institution, a letter and memoir respecting the slave-trade carried on at Zanzibar, on the east coast of Africa, a copy of which we transmit.

"We take the earliest opportunity, in drawing your attention to this communication, of expressing our most cordial concurrence in the benevolent views entertained by the respectable members of that Institution, and of communicating to you our directions, that every means of persuasion may be exerted by you, with the imaum of Muscat, to induce him to abolish this inhuman traffic within his possessions; and consent to such of his subjects, as may afterwards engage in it, being considered and treated as pirates†."

* Fifteenth Report of the African Institution. Appendix, page. 52—53.

† Ditto, 63.

To these melancholy reports on the SLAVE-TRADE, as carried on by the subjects of European powers, may be properly subjoined the following ADDRESS to the KING, which passed the HOUSE OF COMMONS on the 27th of the 6th month, 1821; the substance of which had been voted the preceding day, as a similar address from the HOUSE OF LORDS:—

“RESOLVED, NEMINE CONTRADICENTE,

“That an humble address be presented to his majesty, representing to his majesty, that in the various documents relative to the slave-trade, which, by his majesty’s command, have been laid before the house, we find a renewed and most gratifying proof of the persevering solicitude with which his majesty’s government has laboured to meet the wishes of this house, and of the nation at large, by effecting the entire and universal abolition of that guilty traffic:—that we learn from them, however, with the deepest regret, that his majesty’s unwearied efforts to induce various powers to perform their own solemn engagements, have not been more successful:

“That, notwithstanding the deliberate denunciation by which the slave-trade was branded with infamy at the congress of Vienna, as a crime of the deepest dye, and notwithstanding the solemn determination there expressed by all the great powers of Europe, to put an end to so enormous an evil; nevertheless, that this trade is still carried on, to an extent scarcely ever before surpassed, by the subjects, and even under the flags, of some of the very powers which were parties to those declarations:—A dispatch of a more encouraging tenor, from his majesty’s commissioner and the chief criminal judge at Sierra Leone, has indeed been very recently communicated to this House, but we have too much reason to fear that the hopes expressed in that communication are far too sanguine, and even the papers previously in our possession contain intelligence of a most painfully opposite nature:

“That the trade, faithful to its malignant character, is still productive of the same destructive effects as heretofore:—nay, though in the conduct of this detested traffic, every form of inhumanity might be supposed to have been already exhausted, yet of late it had been attended with unprecedented enormities:

“ That we lament deeply our not having experienced the cordial co-operation which we might on every ground have so reasonably expected from the court of the Netherlands:—We have witnessed, however, with great satisfaction, the strenuous and able exertions with which the king’s ministers at that court has followed up the instructions of his majesty’s government, in contending for the just construction of our treaties with that power:—And we cannot but hope that commercial nation will feel the duty and necessity of adopting a policy more consonant at once to the principles of justice and humanity, and to the dearest obligations of good faith towards her most ancient and steady ally:

“ That we have seen with extreme regret the slave-trade carried on of late years by Spain to an extent before unparalleled; and also, that the local government of the Havannah has shown an evident indisposition to employ the means recently stipulated for its repression; but the time having at length arrived when Spain solemnly engaged that all Spanish slave-trade should cease absolutely and for ever; that high-minded people, we cannot but feel confident, will prove faithful to their engagement, and will be induced cordially to unite with us in promoting the effectual and universal extinction of the trade, by every civilized power:

“ That we cannot contemplate the conduct of the court of Portugal, with respect to the slave-trade, without the deepest concern:—That court, indeed, though not calling in question the true nature and effects of the slave-trade, forbore, even at Vienna, complying with the earnest request of all the other European powers, that she would name some fixed period for the termination of the trade:—Even the treaty by which she engaged to abolish the slave-trade to the north of the line has been little regarded; and to this day, though every form of entreaty has been exhausted by the great European powers, not the smallest hope is held out to us of the total abolition of the trade:—Under these circumstances, we cannot but think that both Great Britain, and the other powers assembled in congress at Vienna, would not be faithful to their high obligations and engagements, if they were any longer to rest satisfied with mere entreaties and remonstrances, which experience compels us to believe would be of no effect; and we are necessarily led to revert to the suggestion which was countenanced by the high contracting powers

at the negotiation at Vienna, of excluding from commercial intercourse with their respective dominions, any state which should pertinaciously refuse to abolish the slave-trade, after it should have been prohibited by all other nations:—We are impelled, however, reluctantly to entreat his majesty to endeavour to induce those powers to carry the above suggestion into effect, and at least to prohibit the importation into their dominions of the produce of any colonies belonging to the crown of Portugal, so long as she shall continue thus to set herself in direct opposition to the moral feelings and concurrent wishes of all the Christian powers, and to defeat every hope of the civilization and improvement of Africa:

“That we contemplate with far different feelings the conduct of the United States of America: not only have their cruisers been actively employed, in co-operation with our own, in suppressing the slave-trade on the coast of Africa, but an act has been passed by congress, which places the slave-trade in the list of piracies, and subjects to capital punishment all citizens of the United States who shall be found to engage in it; that in witnessing the conduct of the legislature of the United States on this occasion, we are led to reflect with grateful exultation on our common origin, and on those common laws and institutions, whose liberal spirit has prompted our American brethren to be among the very foremost in thus stamping on a traffic in the persons of our fellow-creatures its just character and designation:—And we cannot but express our earnest hopes, that not only we ourselves shall speedily follow so honourable an example, but that the day is not far distant when, by the general concurrence of all civilized nations, this detestable traffic shall be pronounced to be piratical, to be an offence against all human kind, which all are intitled and bound by duty to suppress:

“That from the gratifying contemplation of the zeal manifested by the United States to promote the cause of humanity, we turn with feelings of the most painful disappointment to France, by some of whose subjects the slave-trade has been for some time carried on to an unprecedented extent, along the whole range of the western coast of Africa; and whose flag not only protects her own subjects in their criminal enterprises, but serves to protect the subjects also of other powers, who engage in this commerce, but who are pre-

vented by the vigilance of British cruisers from finding any shelter under the flags of their own countries :

“ That we are bound by every consideration of duty and feeling to take an especial interest in the fate of those countries, now possessed by France on the African continent, which were restored to her dominion by Great Britain :—And we cannot reflect without the deepest pain, that whereas while under our protection they not only enjoyed a temporary respite from their miseries, but were beginning to enjoy the security and comfort arising from the exercise of a peaceful industry, and of a legitimate commerce ; the renewal of the slave-trade, which almost immediately followed their cession to France, has utterly blasted these delightful prospects, and has again consigned these unhappy countries to rapine and anarchy, to barrenness and desolation :—That we cannot believe, if the opprobrious facts of the case were fully known in France, that so great and gallant a people, blessed by the bounty of Providence with all that can render a nation powerful and prosperous, would tolerate the prostitution of its flag to such base and flagitious purposes, or would stoop to take up and prosecute a traffic which so many other powers had indignantly abandoned on account of its incurable wickedness and cruelty :—more especially when its real nature and effects have been unquestionably established ; when the French legislature has decreed the entire abolition of the trade ; and when their sovereign himself, under his own hand, has solemnly pledged himself to join with his majesty in effecting the extinction of a traffic, which, to use his own emphatic language, ‘ tends to the destruction of mankind :’—That notwithstanding the sacred obligations thus contracted by France, so numerous and so flagrant have recently been the unpunished violations of her engagements, that, but for the confidence we wish ever to repose in the upright intentions of those who administer her affairs, we should find it very difficult to believe that these violations could have taken place without their knowledge and connivance : and we must have been compelled to suspect, that some partial interests, or some mistaken views of policy, had interfered to prevent the faithful performance of duties, to the fulfilment of which they are solemnly bound, not only by the most sacred obligations of religion and morality, but by the pledged faith of their government, and even by the personal honour of their sovereign :

“ That we therefore entreat his majesty seriously to represent to the court of France, how deeply the credit and reputation of the French government are involved in these transactions, and that his majesty will be graciously pleased to renew the most earnest efforts, to induce them to make good their various solemn engagements on this subject, and in particular, to fulfil the promise recently given, to employ new and more efficient restraints, and call into action fresh penal sanctions, in order effectually to prevent the carrying on, by French subjects, of this odious and disgraceful traffic:

“ That while we thus entreat his majesty to concert with other powers the means of carrying into complete effect this great cause, we are not merely prompted by a sense of what is due to the general obligations of justice and humanity:—we cannot but feel that to Africa we owe a debt which conscience and honour oblige us to repay:—And though we congratulate his majesty on the generous zeal which Great Britain has manifested, and the costly sacrifices she has made, in vindicating in this instance the rights and happiness of our fellow-creatures, yet we cannot reflect without remorse that we ourselves were too long among the very foremost in carrying on this guilty commerce:

“ Since we are now aware of its real character, it becomes us to be earnest and incessant in our endeavours to impress the truth on others who may have been misled by our example:—And as we contributed so largely to prolong the misery and barbarism of the Africans, we should now be proportionably earnest in using the means with which Providence has endowed us, for promoting their civilization and happiness.”

THE following Minute of the Committee, with the subjoined statement, may suitably close the present communication to the Subscribers:—

*Minute of the Committee of the Meeting for Sufferings,
12th of 11th Mo. 1821.*

The Committee may embrace this opportunity of informing the Subscribers, that they have been engaged in considering various ways by which the object of their appointment may be answered. Among these is the printing for their own distribution, an edition, in French, of the “Cries of Africa,” as that pamphlet is now printed in the French language. They are also about to make a selection of a few striking facts, exhibiting the cruelties of the trade, and to form them into a tract to be translated into French. They propose to procure, as early as possible, a translation of Thomas Clarkson’s tract into Spanish; and they are endeavouring to diffuse information on the continent, through the medium of the foreign newspapers and journals.

Amount of Subscriptions hitherto received.

	£.	s.	d.
Bedfordshire and Herts Quarterly Meeting	28	7	0
Berks and Oxon ditto	45	13	0
Bristol and Somersetshire ditto	124	2	6
Buckinghamshire ditto	35	15	0

Carried forward 233 17 6

	£.	s.	d.
Brought forward	233	17	6
Cambridgeshire and Huntingdonshire Quarterly Meeting	10	16	6
Cheshire and Staffordshire ditto	12	0	0
Cornwall ditto	23	11	6
Derbyshire and Notts ditto	12	18	0
Devonshire ditto	26	2	7
Dorset and Hants ditto.			
Shaftesbury and Sherborne Monthly Meeting ..	10	0	0
Durham Quarterly Meeting	70	5	6
Essex ditto	67	0	0
Gloucester and Wilts ditto	33	0	0
Herefordshire and Worcestershire ditto	32	2	6
Kent ditto	17	0	6
Lancashire ditto	161	14	6
Lincolnshire ditto.			
Gainsborough Monthly Meeting	4	4	0
Broughton ditto	3	4	0
London and Middlesex Quarterly Meeting	298	7	6
Norfolk and Norwich ditto	49	14	0
Northamptonshire ditto	6	7	0
Suffolk ditto	19	3	6
Sussex and Surrey ditto	23	8	0
Warwickshire, Leicestershire, and Rutland ditto	65	1	6
Westmorland ditto	20	19	6
Yorkshire ditto	205	17	6
Wales.			
Shropshire Monthly Meeting	9	13	0
Carmarthensh. and Glamorgansh. ditto	10	10	0
	<hr/>	20	3 0
A Friend, per George Jones	10	0	0
A ditto, per William Allen	5	0	0
Sundry smaller Subscriptions	8	5	0
	<hr/>	<hr/>	<hr/>
	£.1450	3	7

N. B. The Committee have reason to believe, that some of the subscriptions sent up were designed to be donations; but that the greater part were raised as annual subscriptions: the distinction cannot be readily ascertained.

Of the foregoing sum, £.100 has been appropriated as stated in the Report of the Committee, (see p. 2.) Of the balance, £.1000 is, at present, placed out at interest.

THE END.



